ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

7210.55

9/28/95

SUBJ: OPERATIONAL DATA REPORTING REQUIREMENTS

1. PURPOSE. This order establishes reporting requirements and procedures and defines responsibilities for the collection of air traffic counts and delay data through the Operations Network (OPSNET).

2. DISTRIBUTION. This order is distributed at the branch level in Washington headquarters and regional air traffic offices, to the Federal Aviation Administration (FAA) Academy, and to all air traffic field offices and facilities.

3. RELATED PUBLICATIONS.

a. Order 7210.3, *Facility Operation and Administration*. Order 7210.3 provides direction and guidance for the day to day operation of facilities, including maintaining statistical data and reports.

b. *Air Traffic Operations Management System (ATOMS) User's Guide* Version 1.0, dated January 31, 1990. The *ATOMS User's Guide* provides procedures for using the software necessary for OPSNET reporting.

4. BACKGROUND. The National Airspace Performance Reporting System (NAPRS) was created in 1982 to collect data related to equipment interruptions, operations, and delays from a limited number of air traffic control (ATC) facilities. In 1988, the OPSNET was created to replace the portion of NAPRS responsible for the collection of delay and traffic count data. OPSNET is one of several system components of the Air Traffic Operations Management System (ATOMS). ATOMS provides the software, personal computers, printers, and telecommunications devices which are used for the OPSNET program.

5. GENERAL.

a. OPSNET includes daily airport traffic counts, instrument operations counts at selected facilities, and delay data.

b. Regional coordinators shall establish specific reporting times for each reporting facility in order to meet required reporting times for collector sites.

c. Designated collector sites shall submit OPSNET data to Washington headquarters and to their regions daily.

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Initiated By: ATM-300

d. Facilities must submit OPSNET reports for a 24-hour period. Each OPSNET report shall cover the preceding 24 hours, normally midnight local time to midnight local time. Regional offices may approve a different standard start/stop time (no earlier than 2200 local and no later than midnight local) to facilitate local staffing.

e. All times are recorded in OPSNET as Coordinated Universal Time (UTC).

6. SYSTEM DESCRIPTION. There are four kinds of OPSNET activities:

a. Data entry and transmission. ATC facilities record OPSNET data and transmit the data to headquarters daily. The procedures for recording and transmitting data vary according to the type of OPSNET data-collection site.

b. Data processing and storing. The OPSNET staff at headquarters processes the data from the facilities and stores it in the OPSNET data base.

c. Report preparation and distribution. The OPSNET staff at headquarters produces reports on the performance of the National Airspace System (NAS). These reports are distributed to managers at headquarters and are available for facilities to retrieve electronically from headquarters.

d. Data utilization. Headquarters and the facilities analyze the OPSNET data to devise ways to improve the performance of the NAS.

7. FUNCTIONAL RESPONSIBILITIES.

a. Headquarters. The Air Traffic System Management, NAS Analysis Program, ATM-300, is responsible for implementing and operating OPSNET. ATM-300 is responsible for the following:

(1) Coordinating procedures for implementing OPSNET with regional air traffic divisions;

(2) Providing, through the ATOMS program and to the extent possible, the hardware, software, and maintenance support to enable facilities and headquarters to meet the OPSNET reporting requirements;

(3) Providing direction and assistance to reporting facilities by maintaining an OPSNET Hotline for telephone support, providing instruction on the use of OPSNET, and updating this order, as necessary;

(4) Providing quality assurance by calling a facility for clarification of data and informing a facility when it has submitted inaccurate or incomplete data;

(5) Maintaining the national OPSNET data base;

(6) Analyzing OPSNET data for trends in system performance;

(7) Responding to congressionally mandated reporting requirements;

(8) Producing and distributing daily and monthly reports as well as producing ad hoc reports upon request; and

(9) Coordinating with other Air Traffic offices to make revisions to the delay and operational definitions and requirements in this order, as necessary.

b. Regional Offices. Regional Air Traffic Divisions are responsible for:

(1) Ensuring that facilities meet their reporting responsibilities and report their data accurately;

(2) Providing facilities with guidance and assistance for meeting their reporting requirements;

(3) Providing facilities with feedback about their reporting performance;

(4) Maintaining specialists at the regional air traffic division trained in the use of OPSNET--including entering data, receiving and transmitting data, and producing reports daily;

(5) Designating employees responsible for fulfilling their facilities' OPSNET responsibilities, notifying ATM-300 of their facilities' OPSNET points-of-contact phone numbers, and informing ATM-300 of any changes; and

(6) Establishing an ongoing system for using OPSNET data and reports to analyze the performance of the region's ATC facilities.

c. Collector Sites. ATC facilities that have been designated collector sites by their regions are responsible for the following:

(1) Recording the facility's daily data in the OPSNET software;

(2) Collecting data from other designated facilities; and

(3) Transmitting all data to headquarters daily by the time specified.

8. REPORTING TRAFFIC COUNTS. Traffic information is to be reported daily through the OPSNET by all air route traffic control center (ARTCC) facilities and designated terminal facilities. (Reportable airports are listed in Appendix 1.) Facilities should refer to Order 7210.3 for definitions and specific guidance in recording traffic counts. The *ATOMS User's Guide* provides procedures for entering the data into the OPSNET.

a. Total airport operations shall include:

(1) Itinerant operations broken down by air carrier, air taxi, general aviation, and military,

(2) Local operations broken down by general aviation and military, and

(3) Total operations count for the day.

b. Total instrument operations count for the ARTCC and/or combined Center Radar Approach Control facilities shall be broken down by air carrier, air taxi, general aviation, and military and shall include:

(1) Domestic and, where appropriate, oceanic departures, and

(2) Domestic and, where appropriate, oceanic overflights.

c. For OPSNET purposes, reporting the number of visual flight rules advisories is optional.

9. REPORTING SPILL OUTS AND SPILL INS.

a. Spill outs are unauthorized excursions of military aircraft, or a civil aircraft contracted by the military, from military airspace into other controlled airspace. Facilities are required to report all spill outs. Order 7210.3, paragraph 5-50, provides guidance for reporting spill outs. If facilities choose to report spill outs through OPSNET, the *ATOMS User's Guide* provides procedures for entering the data into the OPSNET.

b. Spill ins are the unauthorized intrusion of civil aircraft into airspace allocated to military use. Order 7210.3 does not require facilities to report spill ins. If facilities choose to report spill ins through OPSNET, the same procedures for reporting spill outs shall be used.

10. REPORTING DELAYS.

a. **General.**

(1) The following delays are reportable.

(a) Delays to IFR traffic of 15 minutes or more, experienced by individual flights, which result from the ATC system detaining an aircraft at the gate, short of the runway, on the runway, on a taxiway, and/or in a holding configuration anywhere en route shall be reported.

1 Delays to IFR traffic of 15 minutes or more, experienced by individual flights at or destined to airports listed in Appendix 1 shall be reported.

2 Delays which occur as the result of the implementation of national or local traffic management programs regardless of the airport shall be reported. The destination airport shall be identified for those delays which occur as a result of a traffic management program.

(b) Air Traffic personnel are responsible for reporting delays of 15 minutes or more to IFR aircraft, excluding normal taxi time in case of departures, that occur in facilities under their control.

(c) The IFR controlling facility shall ensure that each delay is reported. The determination of which facility shall actually report the delays may be made in a pre-arranged agreement between the facilities involved; i.e., the ARTCC, terminal radar approach control (TRACON), or the ATC tower (ATCT).

(d) Reporting facilities are required to submit negative delay reports.

(2) The following delays are not reportable.

(a) Linear holds, i.e., speed reductions, extended vectoring and/or deviations around weather, cannot be accounted for and are not expected to be included in the recording/reporting system.

(b) Delays that are due to mechanical or other aircraft operator/company problems shall not be reported.

(c) Taxi time spent under the control of non-FAA entities (i.e., company/airport ramp towers) shall not be considered in delay calculations.

b. **Traffic Management System (TMS) Delays**. Delays of 15 minutes or more which occur in conjunction with a national ATC System Command Center (ATCSCC) or local (ARTCC) traffic management program or initiative shall be charged to the airport or facility where the restriction to the traffic flow originates.

(1) For example, if a ground delay program is implemented for San Francisco landing traffic (SFO LTFC), then any resultant delays will be charged to San Francisco (e.g., 1/SFO) regardless of the reporting facility.

(2) The OPSNET program does not accept entries related to airborne TMS delays. For airborne aircraft delayed in conjunction with a TMS program, use arrival delay procedures or en route delay procedures, as appropriate.

(3) Delay Calculations.

(a) For aircraft delayed at the departure airport in conjunction with a TMS program/initiative, the delay calculations begin at the aircraft proposed time (P-time).

(b) All delay calculations end at the departure time.

(c) The average taxi-time for the airport-configuration-in-use is subtracted from calculated total delay time to arrive at the ATC delay for the individual aircraft.

c. **Departure Delays**. Delays of 15 minutes or more to aircraft awaiting departure shall be charged to the departure airport facility when the delaying phenomena (i.e., weather, closed runway/taxiway, volume, etc.) is present at that airport.

(1) Delays associated with IFR release times shall be attributed to the TMS program (paragraph 10b, above), facility, or situation which resulted in a delayed release. For example:

(a) Release delays resulting from volume shall be charged to the appropriate TRACON or ARTCC.

(b) Release delays resulting from equipment shall be charged to the facility with the equipment problem.

(2) Delay Calculations. For aircraft delayed at the departure airport for reasons not associated with a TMS program/initiative:

(a) The delay calculations begin at the P-time, or reported ready time; whichever is latest.

(b) Where company-controlled gate and ramp areas exist, delay calculations begin with the P-time or at the time the taxiing aircraft is in position to enter FAA jurisdiction; whichever is latest.

(c) All delay calculations end at the departure time.

(d) The average taxi-time for the airport-configuration-in-use is subtracted from calculated total delay time to arrive at the ATC delay for the individual aircraft.

d. **Arrival Delays**. Delays of 15 minutes or more to arriving aircraft held in the approach control or arrival center's airspace shall be charged to the arrival airport. Arrival delays shall be calculated as follows:

(1) Arrival delay calculations begin at the time the aircraft enters the holding pattern and end when the aircraft leaves the holding pattern.

(2) Arrival delays are the only cumulative delay reported through OPSNET.

(3) Where arriving traffic may be held by either or both the arrival center and the approach control facility, both facilities shall record all arrival delay information by individual aircraft. Based on a pre-agreed upon procedure, one facility (usually the ARTCC) should compile the two reports into one and report the arrival delays of 15 minutes or more under the arrival airport's heading.

Example: ZXX ARTCC holds UAL 311 and DAL 677 (both landing XXX) for 10 minutes each before transferring control to X11 TRACON. X11 holds UAL 311 for 6 minutes and does not delay DAL 677. The OPSNET report (entered by ZXX) should reflect one arrival delay (16 minutes) for XXX airport.

(4) An arrival center should make a cumulative calculation if an aircraft is held at more than one fix within that center.

Example: US AIR 1400 enters ZZZ ARTCC and is instructed to hold at fix B. The aircraft is released from fix B after 10 minutes but is later instructed to hold at fix C. The aircraft is released from fix C after 6 minutes. The OPSNET report entered by ZZZ ARTCC should reflect one arrival delay of 16 minutes.

e. **En Route Delays.**

(1) Airborne delays of 15 minutes or more to en route aircraft held in ARTCC airspace or in the tower en route environment of terminal airspace shall be charged to the facility imposing the restriction on the flow of traffic.

(2) En route delay calculations begin at the time the aircraft enters the holding pattern and end when the aircraft leaves the holding pattern.

Bill F. Jeffers
Director of Air Traffic

APPENDIX 1. REPORTABLE AIRPORTS

ABQ	Albuquerque International
ADW	Andrews Air Force Base
ANC	Anchorage International
ATL	The William B. Hartsfield Atlanta International
BDL	Bradley International
BNA	Nashville International
BOS	General Edward Lawrence Logan International
BWI	Baltimore-Washington International
CLE	Cleveland-Hopkins International
CLT	Charlotte/Douglas International
CVG	Cincinnati/Northern Kentucky International
DAY	James M. Cox Dayton International
DCA	Washington National
DEN	Denver International
DFW	Dallas/Ft. Worth International
DTW	Detroit Metropolitan Wayne County
EWR	Newark International
FAI	Fairbanks International
FLL	Fort Lauderdale/Hollywood International
HNL	Honolulu International
HOU	William P. Hobby
HPN	Westchester County
IAD	Washington Dulles International
IAH	Houston Intercontinental
IND	Indianapolis International
JFK	John F. Kennedy International
LAS	McCarran International
LAX	Los Angeles International
LGA	La Guardia
MCI	Kansas City International
MCO	Orlando International
MDW	Chicago Midway
MEM	Memphis International
MIA	Miami International
MSP	Minneapolis-St. Paul International Wold-Chamberlain
MSY	New Orleans International Moisant-Field
OGG	Kahului
ONT	Ontario International
ORD	Chicago O'Hare International
PBI	Palm Beach International
PDX	Portland International
PHL	Philadelphia International
PHX	Phoenix Sky Harbor International
PIT	Pittsburgh International
RDU	Raleigh-Durham International
SAN	San Diego International-Lindbergh Field
SAT	San Antonio International
SEA	Seattle-Tacoma International
SFO	San Francisco International
SJC	San Jose International
SJU	Luis Munoz Marin International
SLC	Salt Lake City International
STL	Lambert-St. Louis International
TEB	Teterboro
TPA	Tampa International